

BookletChartTM

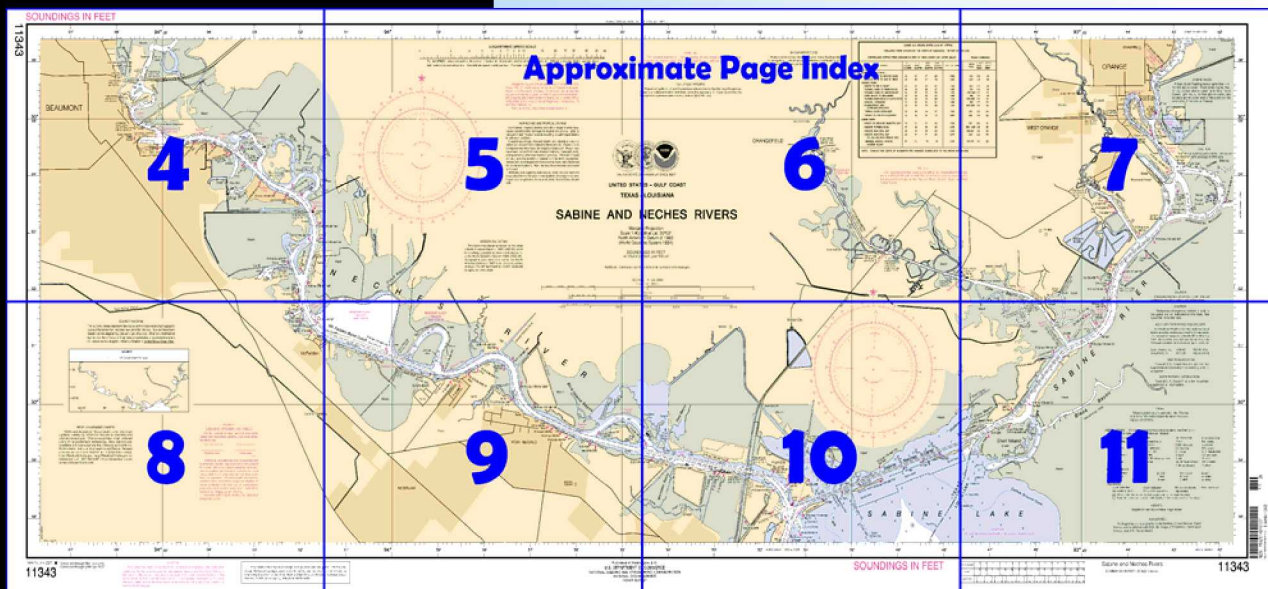
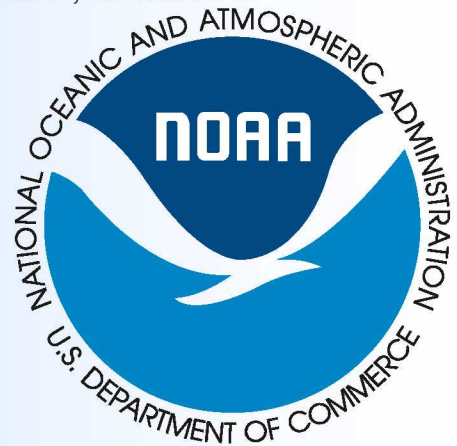
Sabine and Neches Rivers

(NOAA Chart 11343)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

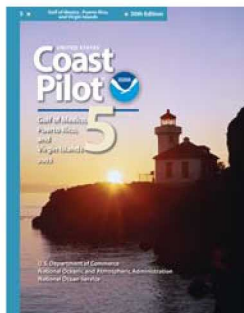
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 5, Chapter 10 excerpts]

(58) **Sabine Lake** has an average depth of about 6 feet in its 15-mile length. At the S end, where it empties into Sabine Pass, the depth is 1 to 4 feet. A highway bridge over the S end has a swing span with a clearance of 9 feet. An overhead power cable close NW of the bridge has a clearance of 75 feet. Numerous gas and oil well structures, pipes, piles, stakes, and wrecks, some submerged, exist within Sabine Lake. In addition to the S entrance from Sabine Pass, the lake can be

entered also from the Sabine-Neches Canal or through Sabine

(84) **Neches River** empties into Sabine Lake from the NW and extends in a ship canal 18.5 miles to Beaumont. A Federal project provides for a 40-foot channel to a 34-foot turning basin at Beaumont, thence 30 feet to the Bethlehem Shipyards. (See Notice to Mariners and latest editions of

charts for controlling depths.) Lights, lighted ranges, and buoys mark the river.

(85) State Route 87 highway bridge (Rainbow Bridge) over the river, about 1.5 miles above its mouth, has a fixed twin span with a clearance of 143 feet. This twin bridge and the one at Port Arthur are the only bridges crossing the channel between the Gulf and the turning basin at Beaumont. Overhead power cables with clearances of 164 feet cross the river 50 yards E of State Route 87 highway bridge and just E of McFadden Bend Cutoff. These are the least overhead cable clearances between Port Arthur and the turning basin at Beaumont.

(86) On the W side, at the turn from the Sabine-Neches Canal into the Neches River, there are several basins in which are a marine service wharf, a small-vessel fueling wharf, and a boat club. The marine service wharf repairs small vessels and barges and operates a tank cleaning service.

(87) A marina is on the long canal just W of the S end of State Route 87 highway bridge. Gasoline and berths are available. In July 1982, reported depths of about 5 feet could be carried to the marina.

(88) **Port Neches**, on the Neches River 5 miles above the mouth, is an important oil refining and chemical center. Petroleum products, asphalt, and roofing material are exported. Port Neches has several private oil handling terminals, a layup berth maintained by a ship repair firm that does above-the-waterline hull and engine repairs, and a wharf and ramp at which gasoline and water are available. The private oil handling terminals are discussed later in this chapter under Wharves, Beaumont.

(89) The marsh island N of McFadden Bend Cutoff has been dredged away except for a strip 300 feet wide. The dredged area forms an anchorage for decommissioned ships under jurisdiction of the U.S. Maritime Administration and has a controlling depth of 18 feet.

(90) Above Beaumont, a depth of about 10 feet can be carried for about 12 miles upriver, but there is no commerce in this section and probably many snags obstruct the channel.

(142) **Sabine River** empties into Sabine Lake from the N. **Orange** is a city of some commercial importance on the river about 8 miles above Sabine Lake, and 36 miles from the Gulf. The city is on the main coastal highway between Lake Charles and Beaumont.

(159) **Cow Bayou** flows into Sabine River about 4 miles above Sabine Lake. A dredged channel leads from the Sabine River to a turning basin at the highway bridge at **Orangefield**. In October 2001, the channel controlling depth was 5.0 feet (9.0 feet at midchannel); thence in June 2001, 5.3 to 7.0 feet was available in the basin with shoaling to 2.0 feet in the left outside quarter. In 1996, a draft of 4.5 feet could be carried for about 15 miles above the basin. Below the basin, one fixed highway bridge and two swing highway bridges cross the bayou; clearances are 8 feet for the swing bridges and 55 feet for the fixed bridge. The fixed highway bridge at the upper end of the turning basin at Orangefield has a clearance of 18 feet. The minimum clearances of the overhead power and telephone cables below the Orangefield turning basin are 63 feet; overhead power cables at the turning basin and 0.5 mile above have clearances of 30 and 37 feet, respectively. A shipyard about 300 yards above the first bridge has a 1,000-ton floating drydock that can handle vessels up to 200 feet long.

(160) **Adams Bayou** empties into Sabine River 2 miles above Cow Bayou. A dredged channel leads from the Sabine River to the first fixed highway bridge. In October 2001, the controlling depth was 6.0 feet. The highway bridge has a fixed span with a clearance of 11 feet. Just below the bridge is a shipyard with a 100-ton floating drydock that can handle vessels up to 70 feet for general repairs. Below the bridge is a yacht basin with covered and open berths for yachts up to 45 feet. Gasoline, a 2-ton hoist, and water are available. Minor engine and hull repairs are made. The channel leading to the basin had a reported controlling depth of 6 feet in July 1982. A large plant of the Dupont Chemical Company is halfway between the Sabine River and the fixed bridge; its piers are not available to the public.

Table of Selected Chart Notes

Corrected through NM Apr 21/07
Corrected through LNM Apr 10/07

HEIGHTS

Heights in feet above Mean High Water.

CAUTION

Numerous submerged wrecks, not recommended for safe passage in this area.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Pipeline Area

Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

SABINE RIVER

Private Quick Flashing Green lights Nos. 1-9, 10 feet above water; Fixed Green lights Nos. 11-12, 15 feet above water; and Navy Fixed Green light No. 5, 10 feet above water, are located at the outer end of the piers on the west side of the river at Orange.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

TIDES

There is practically no periodic tide. The rise and fall of the water depends upon meteorological conditions.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

NOAA WEATHER RADIO BROADCASTS

The National Weather Service stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Lake Charles, La.	KHB-42	162.40 MHz
Beaumont, Tx	WXX-28	162.475 MHz

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.766" northward and 0.611" westward to agree with this chart.

CAUTION

Oil well structures exist within the area of Sabine Lake.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in Galveston, TX and New Orleans, LA.

Refer to charted regulation section numbers.

Additional information can be obtained at nauticalcharts.noaa.gov.

NOTE E

It is recommended that vessels transiting the Intracoastal Waterway make a SECURITE call on VHF-FM Channel 13 prior to entering the Sabine-Neches Canal at the Naches River, Sabine River, and Port Arthur Canal.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
A/ alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	g/ gray	Cys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	GrS grass	M mud	S sand	sy sticky

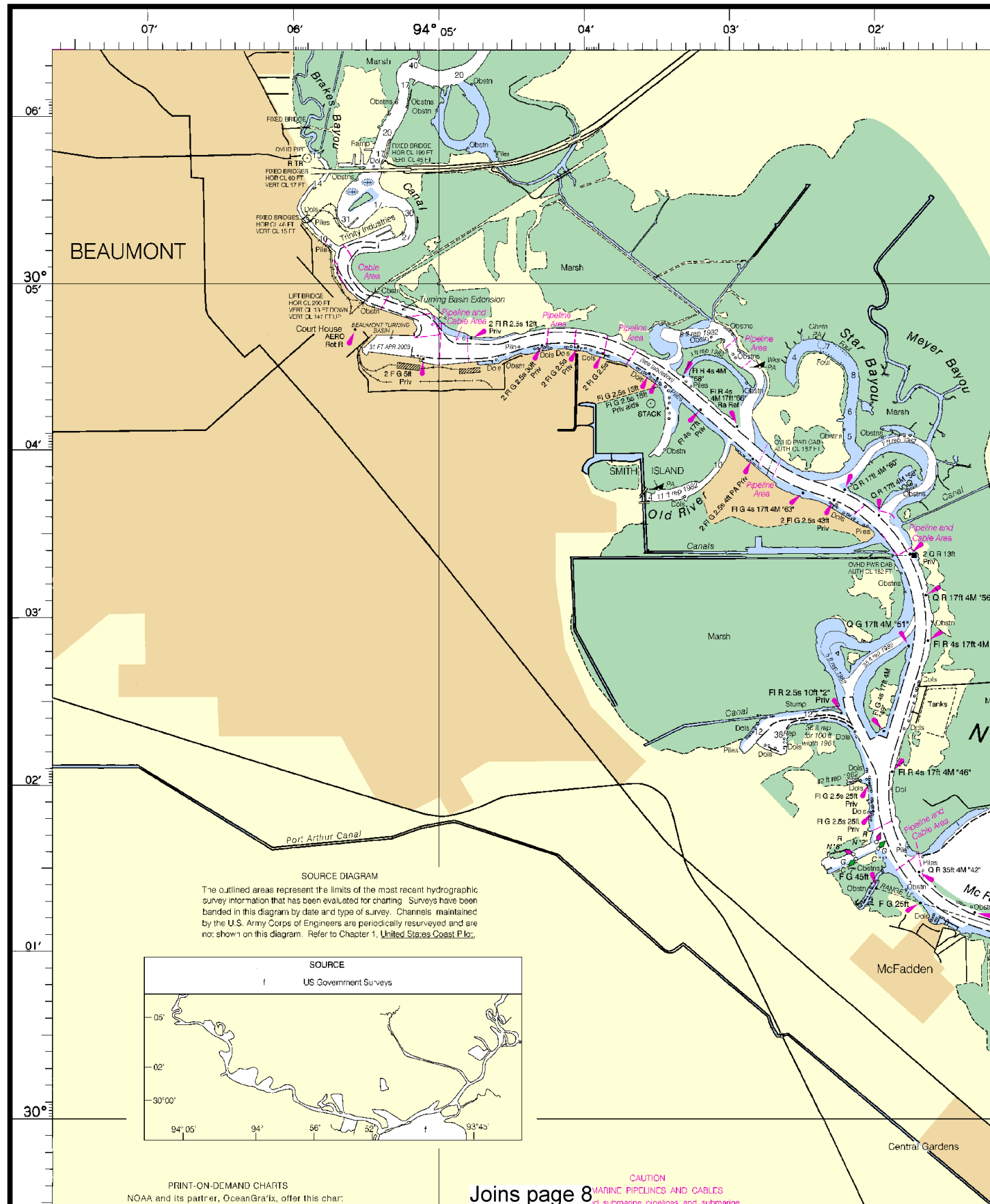
Miscellaneous:

AUTH authorized	Obstin obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

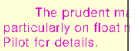
SOUNDINGS IN FEET

11343



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Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District; in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in Galveston, TX and New Orleans, LA.

Refer to charted regulation section numbers.

Report all spills of
Center via 1-800-424-
if telephone communi

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Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.



THE NATION'S CHARTMAKER SINCE

UNITED STATES - GLOI

TEXAS - LOUISIANA

Mercator Projection
Scale 1:40,000 at Lat. 30°
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

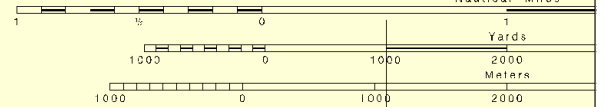
Additional information can be obtained at nautic

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.766" northward and 0.611" westward to agree with this chart.

RESERVE FLEET
162.270
(see note A)

RESERVE FLEET
162.270
(see note A)

SCALE 1:40,000
Nautical Miles



Joins page

This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:57143. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

55' 54' 53' 52' 51' 50' 49' 48'

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

POLLUTION REPORTS
Report a spill of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

SABINE AND NECHES RIVERS CHANNEL DEPT					
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - RE					
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER					
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE
SABINE-NECHES CANAL:					
FORT ARTHUR TO NECHES RIVER	28.5	36.0	36.9	29.8	
NECHES RIVER TO SABINE RIVER	19.7	21.2	19.3	16.1	
NECHES RIVER:					
MOUTH TO SMITH BLUFF	26.2	27.9	28.6	28.1	
TURNING BASIN AT DEER BAYOU	37.4	36.9	33.7	33.3	
TURNING BASIN AT SMITH BLUFF	37.6	35.5	26.9	36.1	
SMITH BLUFF TO BEAUMONT	34.3	38.1	38.4	31.8	
TURNING BASIN (80°02'12"N, 94°01'58"W)	34.5	38.1	40.1	37.8	
CHANNEL EXTENSION	34.6	35.0	34.9	31.4	
MANEUVERING AREA (80°04'44"N, 94°05'05"W)	25.9	38.8	36.1	35.2	
TURNING BASIN EXTENSION	35.0	32.8	27.7	24.3	
THENCE TO TRINITY INDUSTRIES	15.1	18.8	21.0	13.6	
SABINE RIVER:					
MOUTH TO ORANGE MUNICIPAL SLIP	21.5	25.7	26.0	24.0	
ORANGE TURNING BASIN	26.2	27.0	28.3	31.2	
ORANGE MUNICIPAL SLIP	24.7	28.1	25.4	20.9	
ORANGE MUNICIPAL SLIP TO OLD HIGHWAY BRIDGE SITE	27.8	29.7	30.2	27.1	
CHANNEL AROUND ORANGE HARBOR ISLAND	7.1	10.6	5.8	6.0	

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE A



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GULF COAST

TEXAS - LOUISIANA

SABINE AND NECHES RIVERS

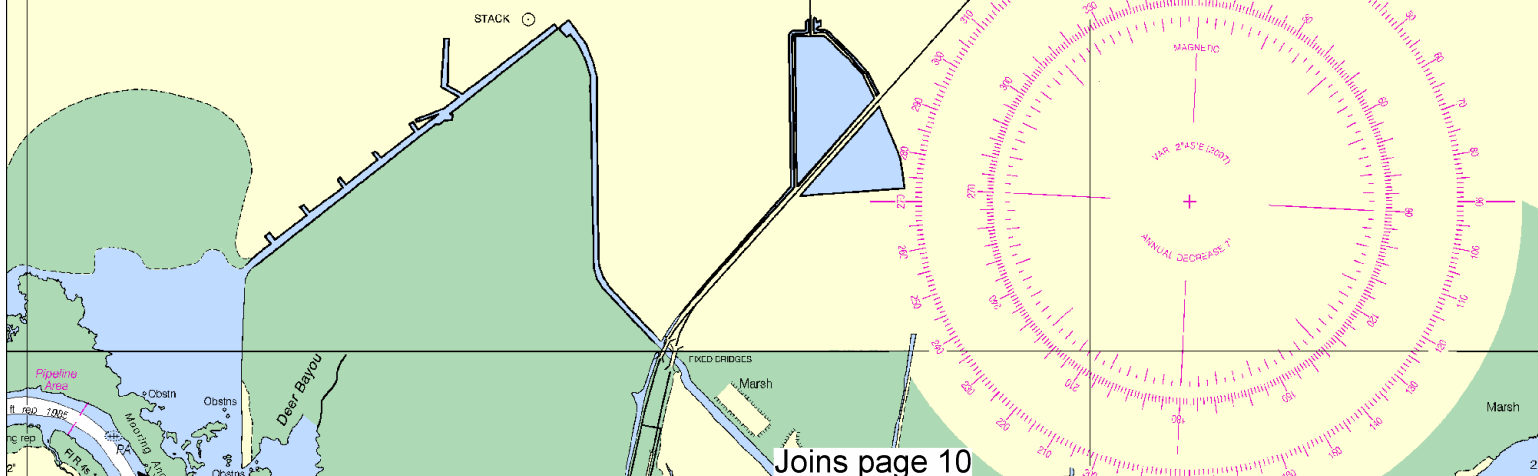
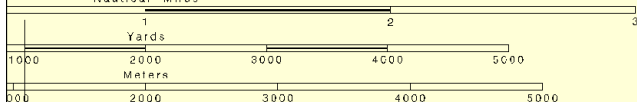
Joins page 5

Mercator Projection
Scale 1:40,000 at Lat. 30°02'
On American Datum of 1983
World Geodetic System (1984)

SOUNDINGS IN FEET
T MEAN LOWER LOW WATER

Information can be obtained at nauticalcharts.noaa.gov.

SCALE 1:40,000
Nautical Miles



Joins page 10

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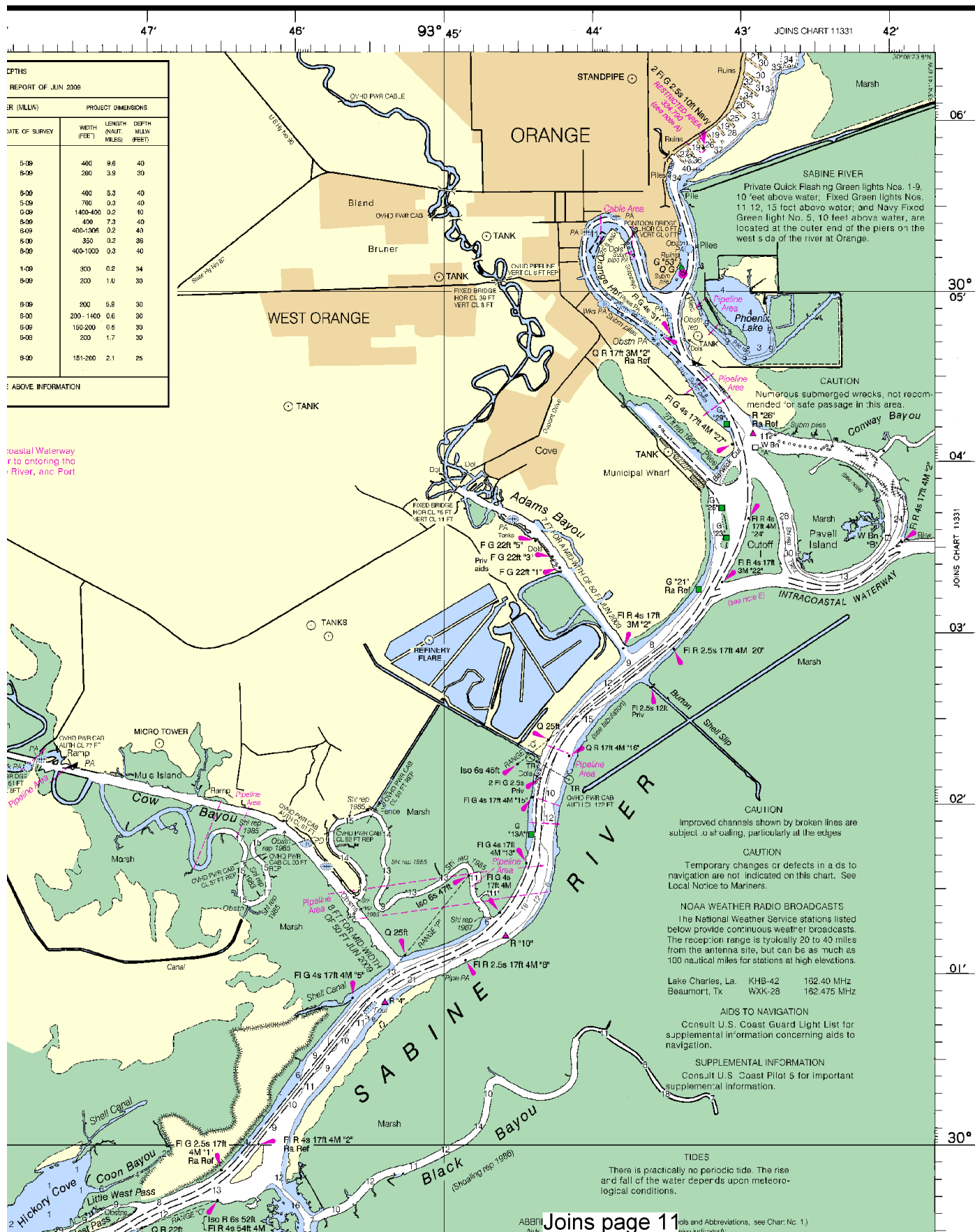


Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

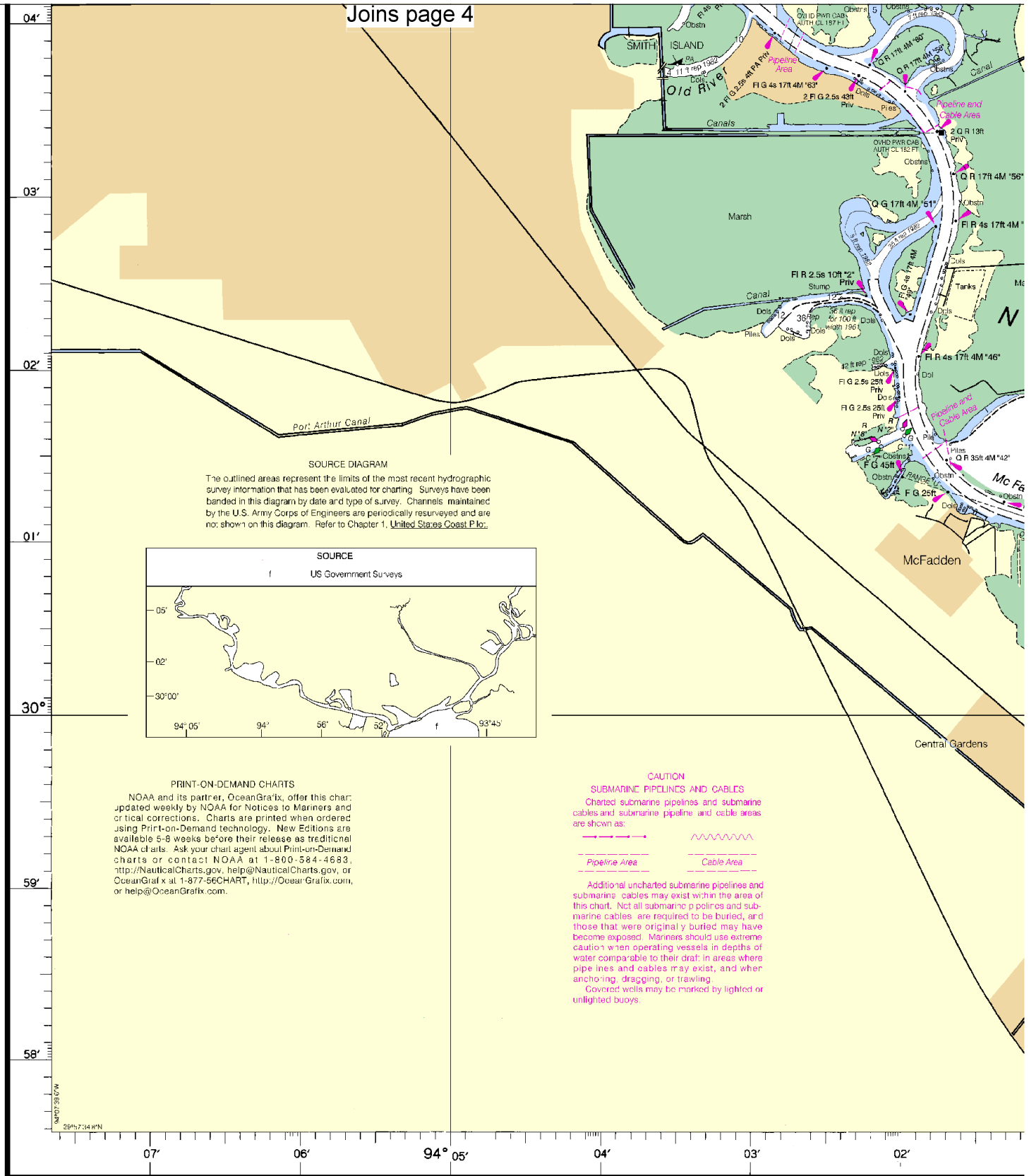
See Note on page 5.





This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: n/a .

Joins page 4



38th Ed., Apr /07 ■ Corrected through NM Apr 21/07
Corrected through LNM Apr 10/07

11343

CAUTION

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Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

THE NATION'S CHARTMAKER SINCE 1796

UNITED STATES - GULF OF MEXICO

TEXAS - LOUISIANA

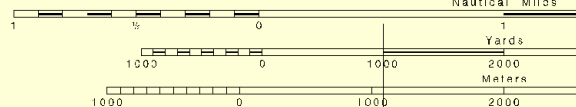
SABINE AND NICHOLSON RIVERS

Mercator Projection
Scale 1:40,000 at Lat. 30°
North American Datum of 1983
(World Geodetic System 1984)

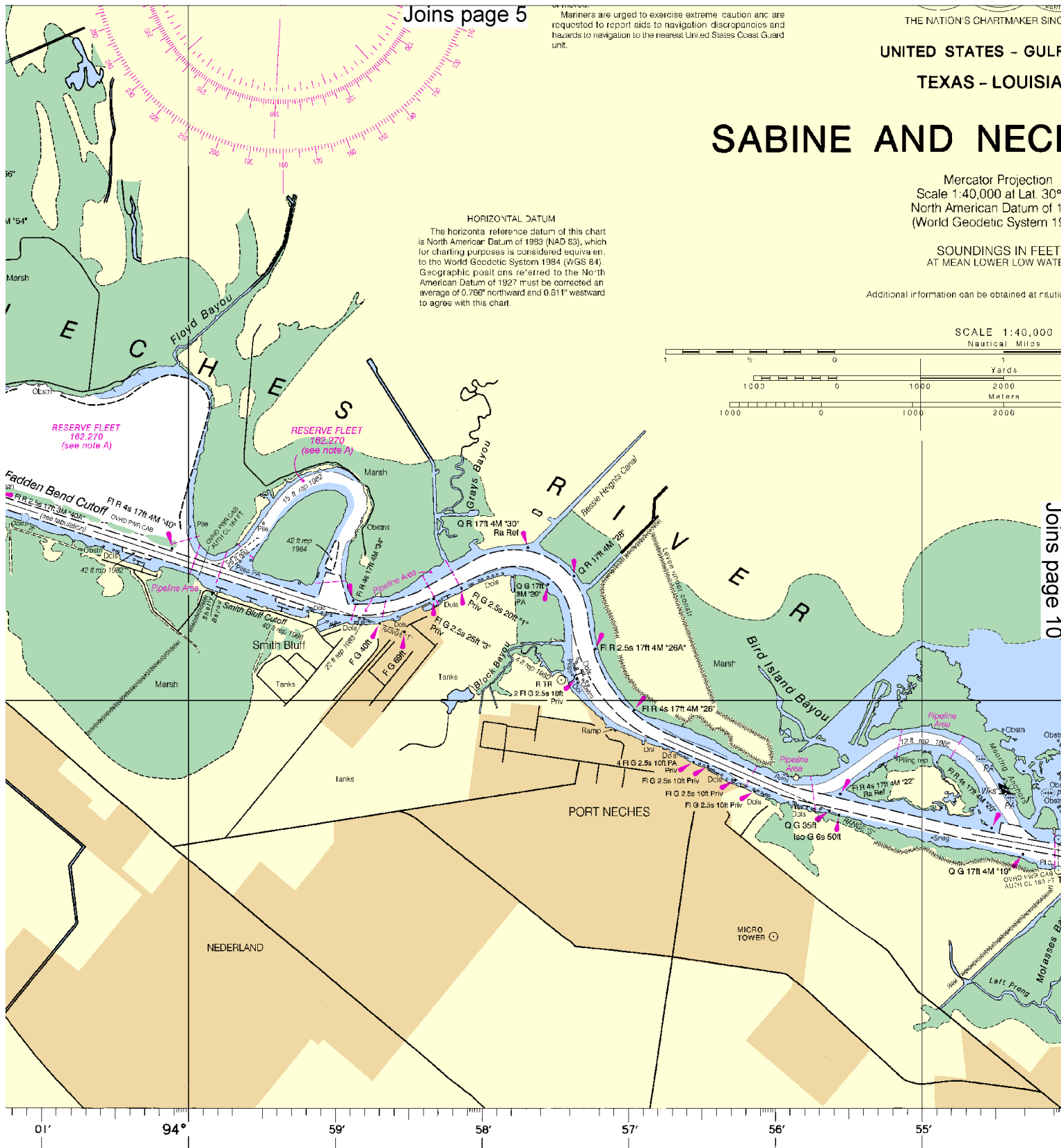
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nautical chart agents.

SCALE 1:40,000



Joins page 10



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Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

UNITED STATES - GULF COAST

TEXAS - LOUISIANA

SABINE AND NECHES RIVERS

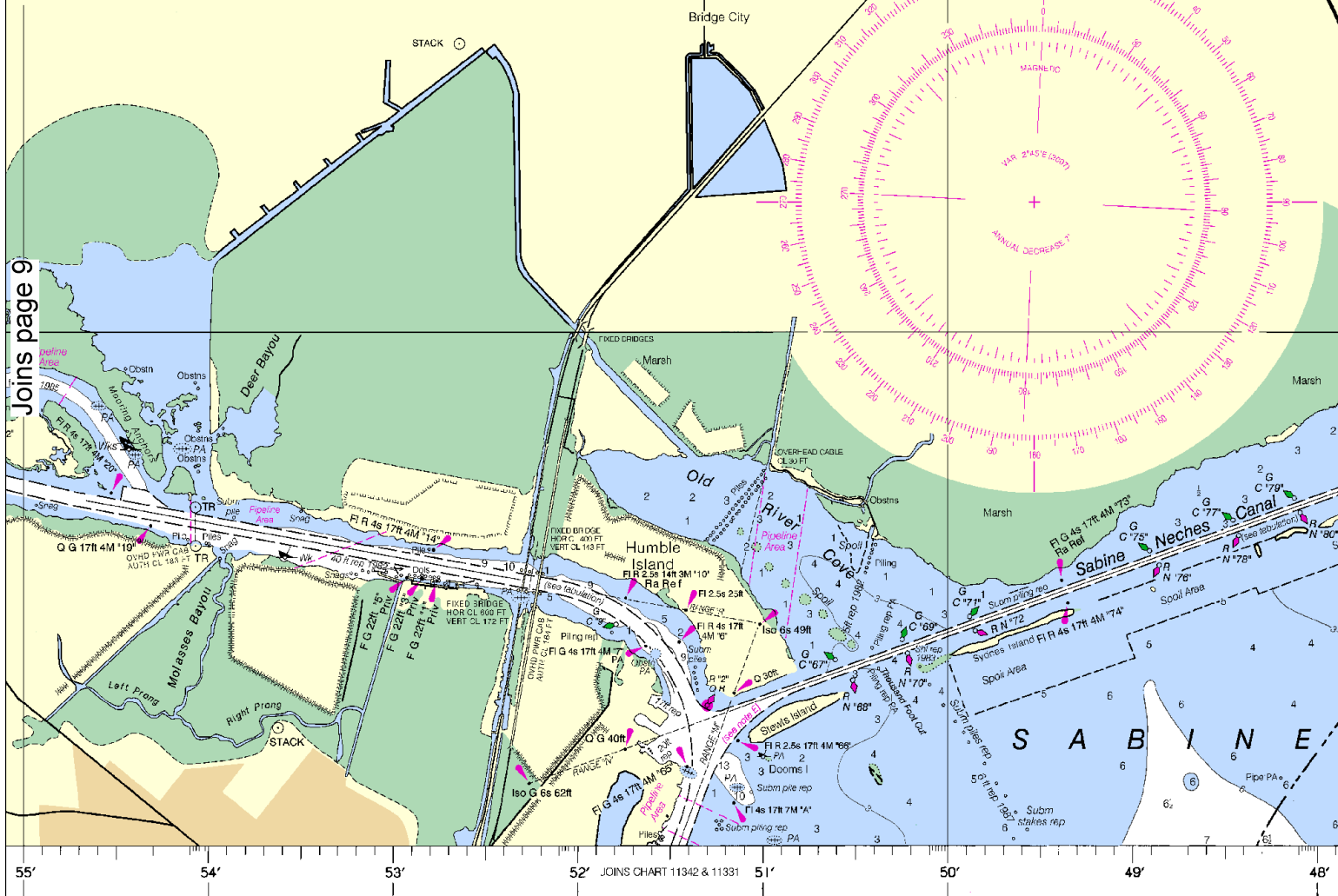
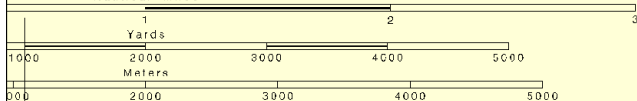
Mercator Projection
Scale 1:40,000 at Lat. 30°02'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Information can be obtained at nauticalcharts.noaa.gov.

SCALE 1:40,000

Nautical Miles



Published at Washington, D.C.
DEPARTMENT OF COMMERCE
COAST AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FEET



Printed at reduced scale.

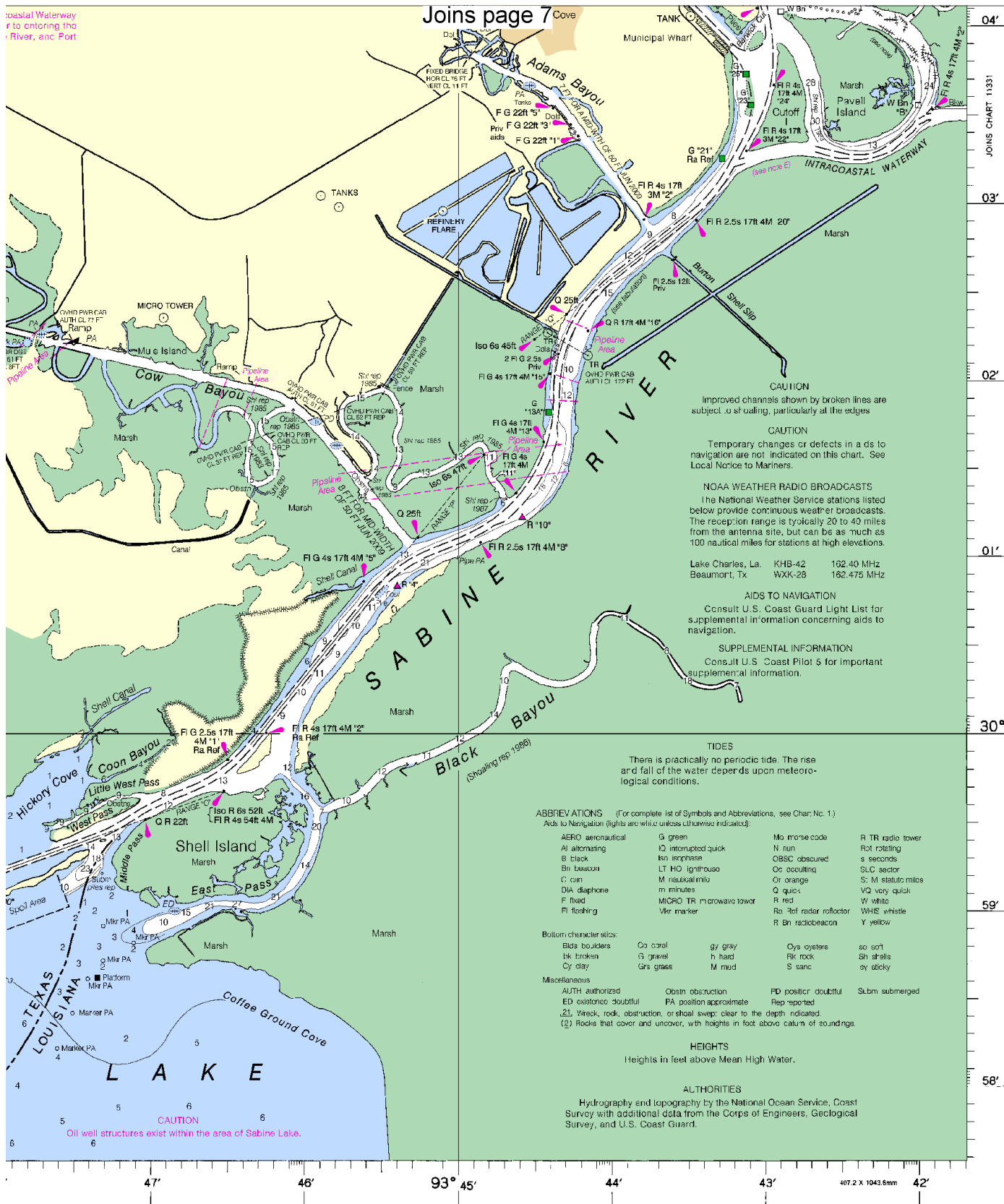
SCALE 1:40,000
Nautical Miles

See Note on page 5.



coastal Waterway
r to entering the
River, and Port

Joins page 7



IONS CHART 11331

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ED. NO. 20

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NSN 7042014010127
INGA REFERENCE NO 11A-HA11343

Sabine and Neches Rivers
SOUNDINGS IN FEET - SCALE 1:40,000

11343



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Group Galveston– 409-766-5620

Coast Guard Station Sabine – 409-971-2194

Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.